BOSTON
REDEVELOPMENT
AUTHORITY

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March 20, 1986

TO: Mr. Richard B. Fowler, Chairman
Zoning Commission, City of Boston

RE: Map Amendment Application No. 245:
Planned Development Area No. 23 and Master Plan

Map Amendment Application No. 246:
Planned Development Area No. 24 and Master Plan

In accordance with Chapter 665 of the Acts of 1956 as amended and with Sections 3-1A and 26-3 of the Boston Zoning Code as amended, the Boston Redevelopment Authority has approved the Master Plans and Development Impact Project Plans for Planned Development Area designations requested by HBC Associates and the Boston Mariner Company, Inc., Boston, and has authorized the Director of the Authority to petition the Zoning Commission for Planned Development Area designations for the land involved in the Master Plans. Following are the votes of approval and authorization, adopted by the Board in its meeting of February 12, 1986, which votes, together with the above-referenced applications, constitute the Authority's report and recommendation.

VOTED: That in connection with the Master Plan and Development Impact Project Plan for Planned Development Area No. 23, at Piers 1-3, South Boston, which was presented at a public hearing duly held at the offices of the Authority on February 12, 1986, and after consideration of the evidence presented at that hearing, the Boston Redevelopment Authority finds that said plan (1) conforms to the general plan for the City of Boston as a whole; (2) contains nothing that will be injurious to the neighborhood or otherwise detrimental to the public welfare; and (3) does adequately and sufficiently satisfy all other criteria and specifications for a Planned Development Area subdistrict designation and for a Development Impact Project Plan as set forth in the Boston Zoning Code as amended;

VOTED: That in connection with the Master Plan and Development Impact Project Plan for Planned Development Area No. 24, at Pier 4, South Boston, which was presented at a public hearing duly held at the offices of the Authority on February 12, 1986, and after consideration of the evidence presented at that hearing, the Boston Redevelopment Authority finds that said

plan (1) conforms to the general plan for the City of Boston as a whole; (2) contains nothing that will be injurious to the neighborhood or otherwise detrimental to the public welfare; and (3) does adequately and sufficiently satisfy all other criteria and specifications for a Planned Development Area subdistrict designation and for a Development Impact Project Plan as set forth in the Boston Zoning Code as amended;

and further

VOTED: That pursuant to the provisions of Sections 3-1A and 26-3 of the Boston Zoning Code as amended, the Boston Redevelopment Authority hereby approves said Master Plan and Development Impact Project Plan for Planned Development Area No. 23. Said Plans are embodied in a written document of the aforesaid title, dated February 12, 1986, provided however, that while approval of said Plans includes approval of a general development concept, permitted uses and legally allowed density, it does not constitute approval of a specific development plan (as such term is defined in Section 3-1A of the Boston Zoning Code ("Development Plan")). The approval of the Master Plan and Development Impact Project Plan for Planned Development Area No. 23 is granted on the understanding that the developer will subsequently submit a specific Development Plan or Development Plans for the project so that the Authority may undertake a full review of the design, environmental and financial aspects of the project in accordance with the BRA Development Review Procedures.

VOTED: That pursuant to the provisions of Sections 3-1A and 26-3 of the Boston Zoning Code as amended, the Boston Redevelopment Authority hereby approves said Master Plan and Development Impact Project Plan for Planned Development Area No. 24. Said Plans are embodied in a written document of the aforesaid title, dated February 12, 1986, provided however, that while approval of said Plans includes approval of a general development concept, permitted uses and legally allowed density, it does not constitute approval of a specific development plan (as such term is defined in Section 3-1A of the Boston Zoning Code ("Development Plan")). The approval of the Master Plan and Development Impact Project Plan for Planned Development Area No. 23 is granted on the understanding that the developer will subsequently submit a specific Development Plan or Development Plans for the project so that the Authority may undertake a full review of the design, environmental and financial aspects of the project in accordance with the BRA Development Review Procedures.

and further

VOTED: That the Authority hereby authorizes the Director to petition the Zoning Commission of the City of Boston for a Master Plan Planned Development Area designation for the parcel of land which is the subject of the Master Plan and Development Impact Project Plan for Planned Development Area No. 23; to execute in the name and on behalf of the Authority (1) a Cooperation Agreement with the developer of said Master Plan Planned Development Area concerning the carrying out of said Development, and (2) an agreement under which said Developer shall be responsible for a Development Impact Project Exaction,

VOTED: That the Authority hereby authorizes the Director to petition the Zoning Commission of the City of Boston for a Master Plan Planned Development Area designation for the parcel of land which is the subject of the Master Plan and Development Impact Project Plan for Planned Development Area No. 24; to execute in the name and on behalf of the Authority (1) a Cooperation Agreement with the developer of said Master Plan Planned Development Area concerning the carrying out of said Development, and (2) an agreement under which said Developer shall be responsible for a Development Impact Project Exaction,

and further

VOTED: The Master Plan and Development Impact Project Plan(s) for Planned Development Area 23 will be subject to a full review of the design, environmental, and financial aspects of any development in accordance with BRA Development Review Procedures.

VOTED: The Master Plan and Development Impact Project Plan(s) for Planned Development Area 24 will be subject to a full review of the design, environmental, and financial aspects of any development in accordance with BRA Development Review Procedures.

Transmitted herewith are copies of the Master Plans and Development Impact Project Plans for Planned Development Areas Nos. 23 and 24 as approved by the Authority.

The developers have entered into agreements with the Authority, acting in behalf of the Neighborhood Housing Trust and the Neighborhood Jobs Trust, to be responsible for a Development Impact Project Exaction.

BOSTON REDEVELOPMENT AUTHORITY

By _____
Secretary

Attachments

BOSTON REDEVELOPMENT AUTHORITY

February 12, 1986

MASTER PLAN
and
DEVELOPMENT IMPACT PROJECT PLAN
for
PLANNED DEVELOPMENT AREA NO. 23

Bounded by Fort Point Channel,
Boston Harbor, Northern Avenue
and portions of Pier 3

Master Plan: Pursuant to Section 3-1A of the Boston Zoning Code (the "Code"), this Plan sets forth a statement of the development concept for the improvement of the Fan Pier in South Boston (the "Project"), including the planning objectives and character of the Project, the proposed uses of the area, the range of dimensional requirements contemplated for each of the proposed uses, and the proposed construction program for the Project. It is anticipated that one or more development plans will be submitted in the future providing further information on the Project and requesting specific zoning exceptions.

Developer: HBC Associates, a joint venture of HT-Boston, Inc., an affiliate of Hyatt Development Corporation, and Carpenter Properties, Inc., an affiliate of Carpenter and Company, Inc., its successors and assigns.

Location and Description of Property: The parcel of land described in Exhibit A attached hereto and containing approximately 18.5 acres, approximately 15.9 acres of which are pier structure and land and 2.6 acres of which are below water (the "Site"). The 15.9 acres of pier structure and land are used as a basis for determining the floor area ratio of the Project for the purposes of this Master Plan.

Planning Objectives and Character of Development: The Project will involve the construction of a mixed-use development consisting of office, residential, hotel and retail space, parking and recreational open space and marine-related uses. A canal will be constructed as part of the Project parallel to the present Northern Avenue. This canal will provide water frontage to all elements of the Site. Vehicular/pedestrian bridges along Farnsworth and Pittsburgh Streets and pedestrian bridges will cross the canal. Conceptual plans of the Project are attached hereto as Exhibits B and C.

The Project involves an unparalleled addition to the infrastructure and public amenities of the City, including the canal with adjacent "Canal Walk" esplanades, a waterfront park, street system expansion, a marina, and related Marina boardwalks and Harborwalk promenades. In addition, the Project will include an amphitheater, landscaped urban plazas, water transportation facilities, and foot bridges. These parks and facilities not only enhance the Fan Pier Project but also serve the public as contemplated by the Authority's HarborPark Plan.

The Project is further intended to facilitate the expansion of Boston's urban fabric to the Site in order to relieve the development congestion which is occurring in the existing downtown area. Also, the Project's dramatic introduction of the canal, Canal Walk and Marina Walk, the waterfront park and other public and marine-related facilities will reinforce the Site's waterfront character as part of the City's Inner Harbor.

The Project will expand and improve public access to the Site. A majority of the total area of the Site will be publicly accessible, including: the Fan Pier Harborwalk along the Fan Pier perimeter; public open spaces such as a waterfront park, a landscaped urban plaza, and an amphitheater; promenades and covered retail arcades lining the new canal; pedestrian walkways and bridges; docks and a marina breakwater; and related marine facilities.

Development of the Project will provide the Site with a variety of water-related uses to encourage public access to the City's Inner Harbor waterfront. The proposed water-related uses reflect the public goals and guidelines established for waterfront development in the City.

The buildings to be constructed on the Site will contain approximately 3.25 million square feet of residential, hotel, office and retail space. The Project will also include a parking garage to be located below grade. HBC is committed to exploring in good faith with appropriate city and state agencies mechanisms for providing moderate income home ownership on-site including mortgage write-downs, public contributions to infrastructure, developer contributions, limited equity condominiums and other joint public-private efforts.

Because of the very substantial costs associated with this infrastructure and the attendant devotion of a majority of the Site to open space, public facilities and waterfront related uses, it is necessary at this time to establish an approved Master Plan, upon which HBC Associates can rely, in order to ensure commitment to the uses and density of the Fan Pier Project and to ensure an orderly basis for proceeding with development via one or more development plans for the Site following approval of this Master Plan.

Proposed Uses: The Site will be used for office, residential, hotel, retail, parking, recreational, and water-related uses, including a marina, breakwater, docks, floating quays and marine services.

Range of Dimensional Requirements Contemplated for Each Proposed Use: Table 1 provides information on various uses proposed in connection with the Project.

TABLE 1

Fan Pier Uses
(all figures approximate)

Use	
Residential	834,000 square feet
Hotel	854,000 square feet
Office	1,406,000 - 1,480,000 square feet
Retail	79,000 - 153,000 square feet
Public Space (comprised of Harborwalk plus Park, Canal Walk, and Other Open Space) plus excavation	400,000 square feet
Parking	2,500 spaces below grade

Proposed Phasing of Construction: Construction is expected to begin in late 1986 or early 1987, with the first buildings in the Project completed by mid-1989. It is estimated that the subsequent buildings will be constructed during the period 1989 to 1995. Each building may be financed independently of other buildings and the land on which each building is located may need to be considered as a separate zoning lot capable of being mortgaged or conveyed as such. It is anticipated that one or more development plans will be submitted for the specific elements of the Project following approval of this Master Plan.

Development Impact Project Exaction: As required under Section 26-3 of the Code, the developer will enter into a Development Impact Project Agreement (the "DIP Agreement") with the Boston Redevelopment Authority and the Neighborhood Housing Trust (the "Trust"), or if the Trust has not been established at the time of execution of the DIP Agreement, with the Boston Redevelopment Authority acting on behalf of the Trust. The

Development Impact Project Exaction (the "Linkage Payment") shall be made as (i) a Housing Payment Exaction, (ii) a Housing Creation Exaction which shall contribute to the creation of housing units for occupancy exclusively by low and moderate income residents of the City of Boston under the conditions specified in the DIP Agreement, or (iii) some combination of items (i) and (ii) above.

At the present time, it is estimated that total Linkage Payments for the Project will be approximately $12,000,000, and that a portion of that amount will be specifically targeted to the Project's impact area as determined by applicable regulations. Linkage Payments will be made in 12 annual installments with respect to each of the buildings to be located on the Site.

Zoning: The Site is presently zoned W-2, Waterfront Industrial, with a maximum floor area ratio ("FAR") of 2.0. This Master Plan provides for an FAR of 4.68 based upon the ratio of 3,250,000 square feet of proposed development (not including parking) to the existing land and pier area of approximately 694,250 square feet, or approximately 15.9 acres, (such existing land and pier area does not include remnant parcels resulting from the narrowing of Northern Avenue, any other portions of narrowed Northern Avenue included within the PDA area, or currently existing water on the project site). Because of the technical definitions of "floor area ratio" and "lot area" in the Boston Zoning Code, the construction of the canal, the street system and other public areas may result in increases in the FAR for the project because such areas may be excluded from the "lot area" upon which FAR is calculated. Furthermore, in the event that the project is subdivided, particular components of the project, analyzed separately, may have a higher FAR. The total development (not including parking), however, will not exceed 3,250,000 square feet.

In order to construct the Project, it is anticipated that exceptions from the Code will be required including, without limitation, exceptions from the following Articles of the Code: Article 8 (Regulation of Uses), Article 15 (Building Bulk), Article 19 (Side Yards), Article 20 (Rear Yards), Article 21 (Setbacks), Article 23 (Off-Street Parking), and Article 24 (Off-Street Loading).

Projected Number of Employees: It is anticipated that the Project will generate approximately 2,300 person years of construction work and provide approximately 7,600 permanent jobs.

Proposed Traffic Circulation: Vehicular access to the portion of the Site to the north of the canal will be by way of bridges crossing the canal. Pedestrians will also have access to the portion of the Site to the north of the Canal by way of the vehicular bridges and pedestrian bridges that will form important links in the Harborwalk system. Vehicular and pedestrian access to the portion of the Site to the south of the canal will be by

way of old Northen Avenue, Sleeper Street, and an unnamed street and cul de sac to the southeast of the Site.

Parking and Loading Facilities: As already discussed, below-grade parking facilities will be available on the Site. Loading bays and other loading facilities will be provided as necessary to accommodate the hotel and other buildings in the Project.

Access to Public Transportation: The Site is located in South Boston. The closest MBTA stop is at South Station on the MBTA Red Line. The Site will be served by commuter and inter-city rail and bus service terminating at South Station. Numerous MBTA bus routes terminate at South Station. In addition, HBC Associates is studying the feasibility of water transportation links to the Blue Line and North Station.

Public Benefits: The Project is of critical importance to the revitalization of Boston's waterfront and will make significant economic contributions to the City through the development of infrastructure, the provision of approximately 2,300 person years of construction work and approximately 7,600 permanent jobs, the payment of linkage fees, and increased real estate taxes. The Fan Pier developer will be contributing an unparalleled addition to the City's infrastructure, including utility lines, street system expansion, and seawall restoration, in addition ot the canal, vehicular and pedestrian bridges, Harborwalk, canal walks, marina docks, marine services, parks and an amphitheater. The Project reflects the waterfront location of the site and includes water-dependent uses. The Project further respects the public goals and guidelines established for waterfront development in Boston, and draws its design from Boston's larger urban context to provide view corridors, public open spaces, and water views.

EXHIBIT A

A certain parcel of land in the Commonwealth of Massachusetts, County of Suffolk, City of Boston, South Boston District, situated on the northerly side of Northern Avenue and shown as Fan Pier (Lot A) on a "Compiled Plan of Land in Boston, MA" (Two Sheets) dated 12 July 1985, revised 12 September 1985 by Survey Engineers of Boston, more particularly bounded and described as follows:

Beginning at a point at the intersection of the northerly sideline of Northern Avenue and the abandoned pier and bulkhead line of 1916 of the Fort Point Channel, said point being the southwesterly corner of the parcel; thence running

Northeasterly	1111.34 feet by a curve to the right having a radius of 910.00 feet to a point of compound curvature; thence running
Northeasterly	400.00 feet by a curve to the right having a radius of 2370.00 feet to a point of tangency; thence running
S 61 20 09 E	128.62 feet, said last three courses being by the pier and bulkhead line of 1916 (abandoned); thence turning and running
S 31 53 17 W	831.59 feet by lot B on said plan to an iron pipe on the northerly sideline of Northern Avenue; thence turning and running
N 58 06 43 W	1124.34 feet to a stone bound; thence turning and running
N 61 23 43 W	99.71 feet to the point of beginning, said last three courses being by the northerly sideline of Northern Avenue.

Containing 75,011 square meters, more or less, or 807,408 square feet, more or less, or 18.535 acres, more or less.

In addition to the foregoing, there is included the northerly half of Northern Avenue (approximately 50 feet in width) as it abuts the above described land.

Subject to and with the benefit of any and all other existing easements.

EXHIBIT B

For conceptual purposes only;
Not intended for purposes of
determining building
locations, building heights,
or other dimensions

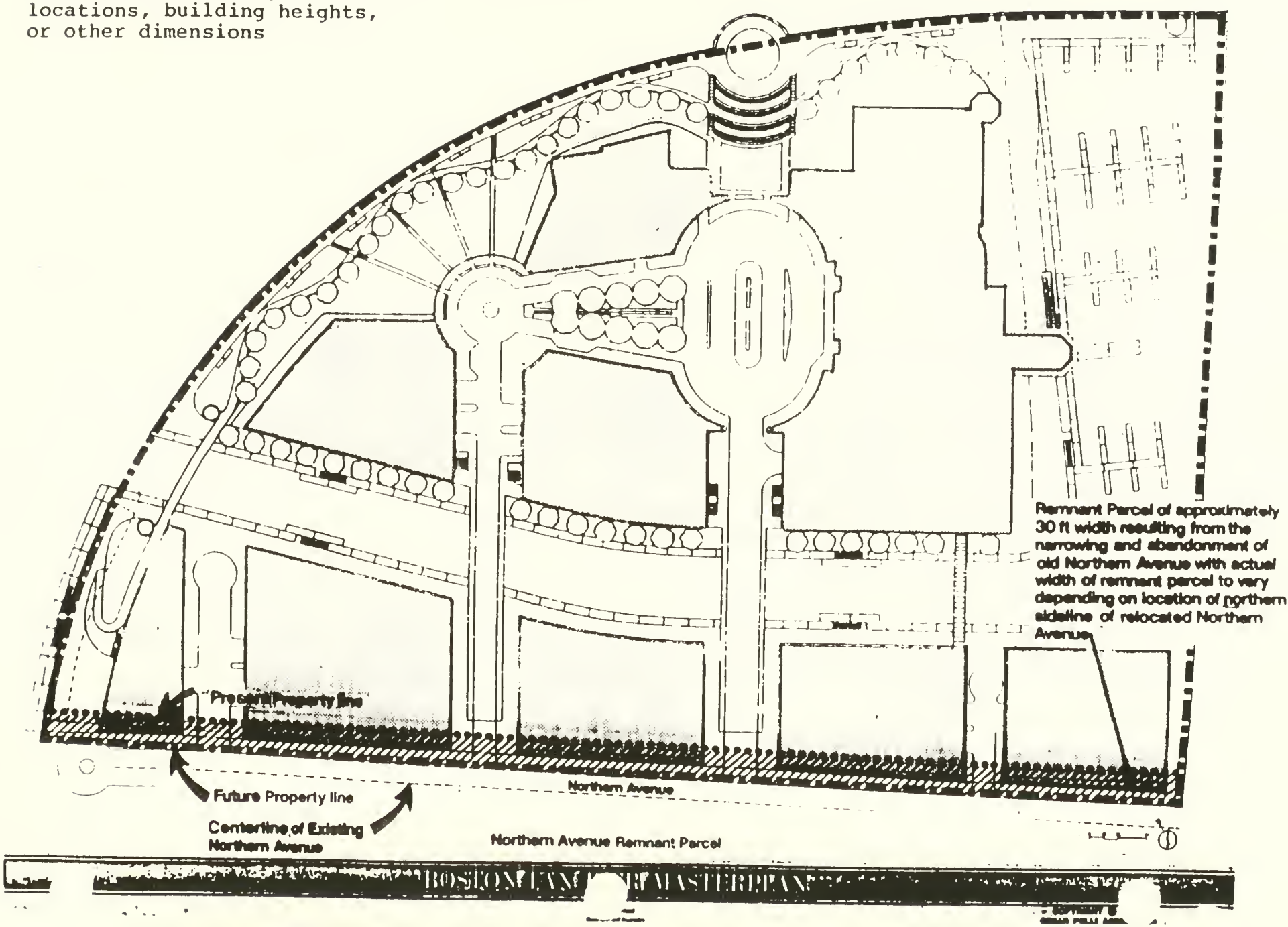
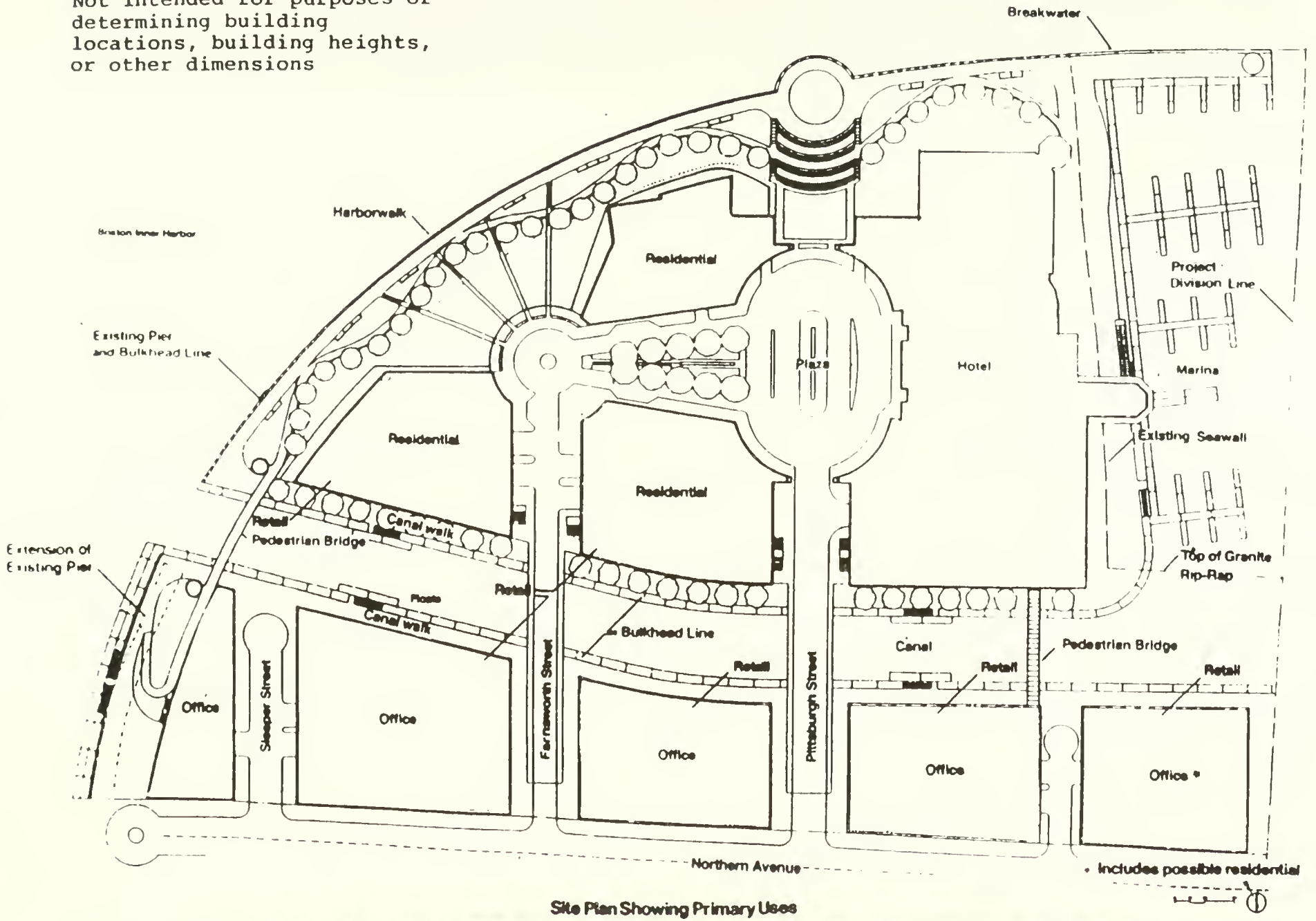

Remnant Parcel of approximately 30 ft width resulting from the narrowing and abandonment of old Northern Avenue with actual width of remnant parcel to vary depending on location of northern sideline of relocated Northern Avenue
Present Property line
Future Property line
Centerline of Existing Northern Avenue
Northern Avenue
Northern Avenue Remnant Parcel

EXHIBIT C

For conceptual purposes only;
Not intended for purposes of
determining building
locations, building heights,
or other dimensions



Site Plan Showing Primary Uses

Boston Redevelopment Authority
February 12, 1986

MASTER PLAN and DEVELOPMENT IMPACT PROJECT PLAN
for
PLANNED DEVELOPMENT AREA NO. 24

PIER 4, SOUTH BOSTON

Generally Bounded by the Fan Pier,
Boston Harbor, Commonwealth Pier 5,
and Northern Avenue

Master Plan: Pursuant to Section 3-1A of the Boston Zoning Code (the "Code"), this Plan sets forth a statement of the development concept for the improvement of Pier 4 in South Boston (the "Project"), including the planning objectives and character of the Project, the proposed uses of the area, the range of dimensional requirements contemplated for each of the proposed uses, and the proposed phasing program for the Project. It is anticipated that one or more development plans will be submitted in the future providing further information on the Project and requesting specific zoning exceptions.

Developer: The Boston Mariner Company, Inc., a Massachusetts real estate development and investment corporation owned by the Athanas family, owners of Anthony's Pier 4 Restaurant.

Architect: Kallmann, McKinnell & Wood, Architects, Inc., designers of the Boston City Hall and Hynes Auditorium Expansion, and winners of the designation AIA Firm of the Year in 1984.

Site Description: A certain parcel of land described in Exhibit A attached hereto and containing approximately 16.4 acres of which approximately 8.9 acres are pier and upland and approximately 7.5 acres are below water, and containing additionally a certain remnant parcel described in Exhibit B attached hereto and resulting from the narrowing and partial abandonment of Northern Avenue (the "Site"). The 8.9 acres of existing pier and upland are used as the basis for determining the floor area ratio ("FAR") of the Project for the purposes of this Master Plan.

Planning Objectives and Character of Development: The Project will involve the construction of a mixed-use development consisting of office, residential, hotel, retail space, a below-grade parking garage, recreational open space and marine-related uses. Anthony's Pier 4 Restaurant will continue to operate in its present location at the end of the pier. A conceptual plan of the Project is attached hereto as Exhibit C.

The Project will animate and enhance this underutilized waterfront site, extend the BRA's Harborpark Plan, and complement and integrate with the adjacent Fan Pier development. The Project will provide substantial infrastructure and public amenities to the City,

including a large plaza at the head of the marina basin adjacent to the Fan Pier, Harborwalk promenades which total approximately 2,000 linear feet, a marina and breakwater, a water taxi landing, a coastal cruise ship landing, public dinghy and provisioning docks, a new urban street, and below-grade parking. All aspects of the Project will be designed to enhance the Site's unique urban waterfront character.

The Project is intended to extend Boston's downtown area across the Fort Point Channel and thus accommodate the City's need for continued physical growth without adding to development congestion in the financial district. The Project is also intended to help the City meet the demand for more housing in the downtown neighborhoods. The Boston Mariner Company is committed to exploring in good faith with appropriate city and state agencies mechanisms for providing moderate income home ownership on site including mortgage write-downs, public contributions to infrastructure, developer contributions, limited equity condominiums and other joint public-private efforts.

The Project will dramatically expand and improve public access to the Site. Over 50% of the pier and upland area of the Site will remain open. New marina and water transportation uses will activate the Site's substantial water acreage. Maritime exhibits related to the development of Boston Harbor and the history of the Site will be integrated with the design of various public open spaces, both interior and exterior.

Development of the Project will promote the use of Boston's Inner Harbor for both recreation and transportation. The proposed water-dependent and water-related uses reflect the public goals and guidelines established for waterfront development in the City.

The program will be accommodated in a number of buildings, the height and disposition of which will respect the bulkhead line of Boston Harbor, and create a variety of appealing public open spaces which enhance the experience of the waterfront. Vehicular access will be confined to the interior of the Site, away from the water's edge, and all parking spaces will be located below grade.

Proposed Uses: The Site will be used for office, residential, hotel, retail, parking, recreational, and water-dependent uses, including a marina, breakwater, landing for water taxi, landing for coastal cruise vessels, and public dinghy and provisioning docks.

Range of Dimensional Requirements Contemplated for Proposed Uses: Table 1 provides information on the approximate number of square feet of space to be devoted to various uses proposed in connection with the Project. This table includes information on the total area of the Site (not including the remnant parcel or other portions of present Northern Avenue), the extent of that portion of the Site presently above the water line ("Existing Land"), and the extent of land that is presently proposed to be building footprint and open space. Finally, Table 1 provides information on the percentage of Existing Land that will be devoted to various types of open space.

TABLE 1

Pier 4 Uses by Area

Existing Conditions	Approx. Sq. Feet	Approx. Acres	Percentage of Existing Land (*)
Total Site	712,832	16.4	
Existing Water	326,838	7.5	
Existing Land (*)	385,994	8.9	
Developed Conditions			
Built Footprint (**)	164,250	3.8	43%
Open Space	221,774	5.1	57%
Uses			
Residential	745,000		
Hotel	237,000		
Office	660,000		
Retail	95,000		
Parking	2,200 spaces		
Open Space			
Harborwalk Plus Plaza on Marina	135,000	3.1	35%
Entry Court	60,500	1.4	16%
Other Open Space	26,250	.6	7%
Open Space Total	221,750	5.1	57%

(*) This figure comprising pier and upland is the basis for the overall Project FAR calculation. It does not include the area of the remnant parcel or other portions of present Northern Avenue.

(**) Includes footprint of existing restaurant.

Because of the very substantial costs associated with the Project's infrastructure, below-grade parking and devotion of more than half of the Site to open space, public facilities and marine-related uses, it is necessary at this time to establish an approved Master Plan, upon which the Boston Mariner Company can rely, in order to ensure commitment to the uses and density of the Pier 4 Project and to provide an orderly basis for proceeding with planning and design via one or more development plans for the Site following approval of this Master Plan.

Proposed Phasing of Construction: The Project is planned to be constructed in more than one phase. Tentative plans are for three phases. The first phase is hoped to include hotel, residential, office and retail space located at the head of the marina basin adjacent to the Fan Pier. The first phase will also include a large public plaza, approximately 1,200 parking spaces on four levels below grade, the breakwater, and initial development of the marina in the basin between Pier 4 and the Fan Pier. If adequate office absorption is indicated, the second phase will include the balance of the Project's office space, a small amount of retail space, and approximately 500 below-grade parking spaces. In this case, the third phase will comprise the remainder of the residential and retail square footage, approximately 500 below-grade parking spaces, and completion of the marina.

Estimated Construction Time: The Project will be constructed in one continuous build-out. Construction is expected to begin in late 1987, with the first phase of the Project completed by early 1990. It is estimated that the subsequent buildings will be constructed during the period 1990 to 1995. Each building may be financed independently of other buildings and the land on which each building is located may need to be considered as separate zoning lot capable of being mortgaged or conveyed as such. It is anticipated that a separate development plan will be submitted for each phase of development.

Development Impact Project Exaction: As required under Section 26-3 of the Code, the developer will enter into a Development Impact Project Agreement (the "DIP Agreement") with the Boston Redevelopment Authority and the Neighborhood Housing Trust (the "Trust"), or if the Trust has not been established at the time of execution of the DIP Agreement, with the Boston Redevelopment Authority acting on behalf of the Trust. The Development Impact Project Exaction (the "Linkage Payment") shall be made as (i) a Housing Payment Exaction, (ii) a Housing Creation Exaction which shall contribute to the creation of housing units for occupancy exclusively by low and moderate income residents of the City of Boston under the conditions specified in the DIP Agreement, or (iii) some combination of items (i) and (ii) above.

At the present time, it is estimated that total Linkage Payments for the Project will be approximately $4,000,000, and that a portion of that amount will be specifically targeted to the Project's impact area as determined by applicable regulations. Linkage payments will be made in 12 annual installments with respect to each of the buildings to be located on the Site.

Zoning: The site is currently zoned W-2, Waterfront Industrial, with a maximum floor area ratio ("FAR") of 2.0. The proposed Project will have a maximum FAR of 4.68 based upon the ratio of 1,800,000 square feet (not including parking) to the site's existing pier and upland area of approximately 8.9 acres or 384,994 square feet (such existing pier and upland area does not include the remnant parcel resulting from the narrowing of Northern Avenue, any other portions of narrowed Northern Avenue included within the PDA area or that area of the site which is below water). Because of the technical definitions of "floor area ratio" and "lot area" in the Boston Zoning Code, the construction of the street system and other public areas may result in increases in the FAR for the Project because such areas may be excluded from the "lot area" upon which FAR is finally calculated. Furthermore, in the event the project is subdivided, particular components of the project, analyzed separately, may have a higher FAR. (In this case, some components will also have a lower FAR.) The total development (not including parking), however, will not exceed 1,800,000 square feet.

In order to construct the Project, it is anticipated that exception from the Code will be required including, without limitation, exceptions from the following Articles of the Code: Article 8 (Regulation of Uses), Article 15 (Building Bulk), Article 19 (Side Yards), Article 20 (Rear Yards), Article 21 (Setbacks), Article 23 (Off-Street Parking), and Article 24 (Off-Street Loading). Approval of these exceptions will be sought in one or more subsequent PDA development plan applications.

Projected Number of Employees: It is anticipated that the Project will generate approximately 1,200 person years of construction work and 3,000 permanent jobs.

Proposed Traffic Circulation: Vehicular access to the Site will be by way of an entry court which is the linear extension of the Northbound Seaport Access Exit Road. Pedestrian access to the Site will be by way of this entry court, and additionally by way of the Harborwalk promenade on the east side of the Pier.

Parking and Loading Facilities: Parking facilities for approximately 2,200 cars will be provided on four levels below-grade. Loading bays and other loading facilities will be provided as necessary.

Access to Public Transportation: The Site is located on the Boston Inner Harbor within approximately one-half mile of the Financial District. Walking times to both South Station and Aquarium Station are approximately 15 minutes. The Site will be served by the MBTA Red Line and Blue Line, by commuter and inter-city rail and bus service terminating at South Station, and by numerous MBTA bus routes terminating at South Station.

Public Benefits: In summary, the Pier 4 Project will generate approximately 1,200 person years of construction work and 3,000 permanent jobs, approximately $4 million in linkage payments, and substantial new real estate taxes. The project will activate an underutilized waterfront site, promote the use of Boston's Inner Harbor for both recreation and transportation, extend the BRA's Harborpark Plan, and implement other important public design goals and guidelines. The Project will also provide substantial infrastructure and public amenities to the City, including a large plaza at the head of the marina, Harborwalk promenades which total approximately 2,000 linear feet, a marina and breakwater, a water taxi landing, a coastal cruise ship landing, public dinghy and provisioning docks, a new urban street, and a below-grade parking garage. In short, the Project will transform this area into a vital part of the City, will all aspects of the design reflecting the site's unique urban waterfront character.

EXHIBIT A

Description of Site

That certain parcel of land, comprising upland, pier and submerged flats, with the improvements thereon situated in South Boston, Suffolk County, Massachusetts, bounded and described as follows:

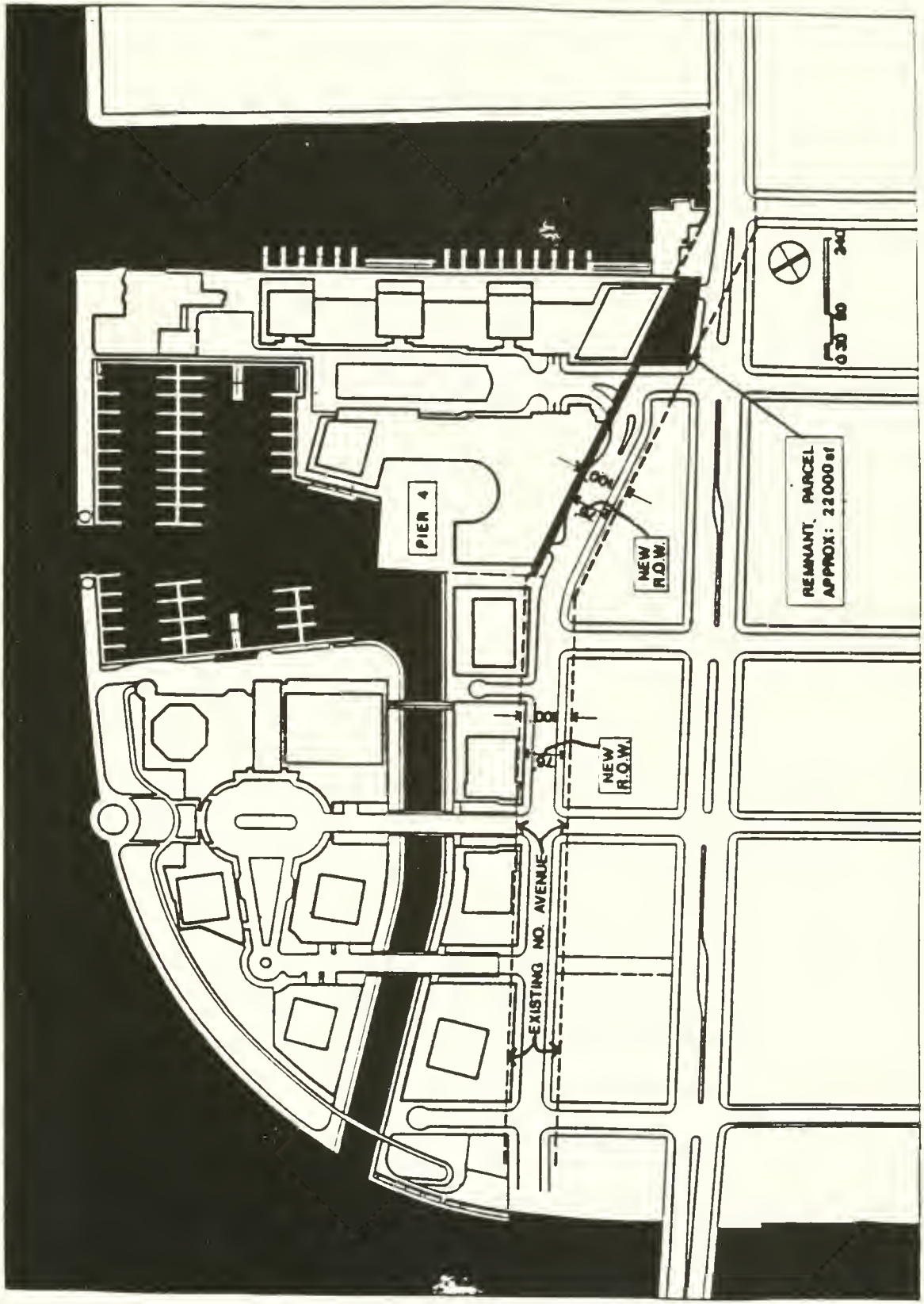
NORTHERLY	by Boston Inner Harbor, 694.32 feet;
EASTERLY	by a certain parcel of land owned by the Commonwealth of Massachusetts (Massachusetts Port Authority) 1,094.56 feet;
SOUTHERLY	by a certain parcel of land owned by Paul's Lobster Company, 58.55 feet;
SOUTHEASTERLY	by that same parcel of land owned by Paul's Lobster Company, 6.43 feet;
EASTERLY	by a certain parcel of land owned by Haynes Realty Corp., 4.58 feet;
NORTHERLY	by that same parcel of land owned by Haynes Realty Corp., 72.95 feet;
WESTERLY	by that same parcel of land owned by Haynes Realty Corp.; 2.94 feet;
NORTHERLY	by that same parcel of land owned by Hayes Realty Corp.; 4.74 feet;
WESTERLY	by that same parcel of land owned by Haynes Realty Corp.; 37.76 feet;
SOUTHWESTERLY	by Northern Avenue, 648.83 feet;
WESTERLY	by a certain parcel of land owned by Pier 4, Inc. and comprising Pier 1, 2 and part of 3, a ground lease option for which is held by HBC Associates, 831.59 feet.

Containing approximately 712,832 square feet total, including approximately 385,994 square feet of upland and pier, and approximately 326,838 square feet of submerged flats.

Containing additionally a certain remnant parcel resulting from the narrowing and partial abandonment of Old Northern Avenue.

EXHIBIT B

Northern Avenue Remnant Parcel



Note: Building location and dimensions are shown only to illustrate the Master Plan concept; approval of these aspects of the project will be sought in one or more subsequent PDA applications.

BOSTON PUBLIC LIBRARY
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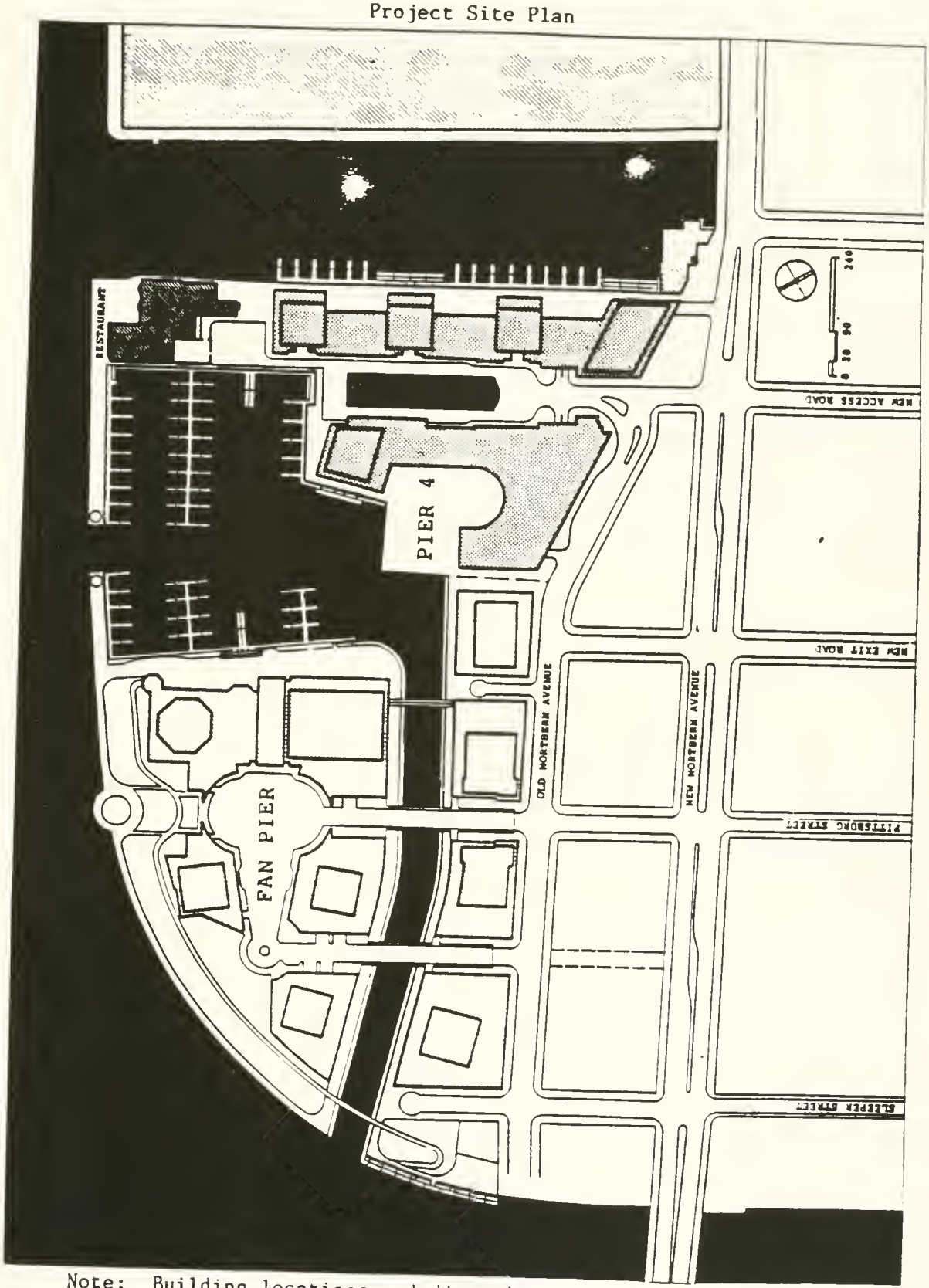
EXHIBIT C

Project Site Plan



SITEPLAN

Note: Building locations and dimensions are shown only to illustrate the Master Plan concept; approval of these aspects of the Project will be sought in one or more subsequent PDA applications.